



**APPROVED
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

Thursday, October 15, 2020

Meeting Held Electronically and Remotely

1. CALL TO ORDER

Vice Chair Iacovo called the regular meeting of the Scottsdale Transportation Commission to order at 5:17 p.m.

2. ROLL CALL

PRESENT: Pamela Iacovo, Vice Chair
Don Anderson
Michael Kuzel
B. Kent Lall
Mary Ann Miller

ABSENT: Barry Graham, Chair
George Ertel

STAFF: Frances Cookson
David Smith, Senior Traffic Engineer
Mark Melnychenko, Transportation & Streets Director
Anne Harrison, Staff Representative
Susan Conklu, Senior Transportation Planner

3. FAREWELL TO CHAIR GRAHAM, COMMISSIONERS ERTEL AND KUZEL

Vice Chair Iacovo thanked Chair Graham for his lengthy period of service and dedication to the Commission. She also thanked Commissioner Ertel for his service on the Commission. She wished them both success as they serve on the Planning Commission. Commissioner Lall thanked both gentlemen for their mentorship and service.

4. PUBLIC COMMENT

Commissioner requested that comments submitted from members of the public ten days before the agenda posting be included on the agenda for discussion.

5. APPROVAL OF MINUTES

Regular Meeting of the Transportation Commission – September 17, 2020

Vice Chair Iacovo called for comments/changes. Commissioner provided one grammatical correction.

COMMISSIONER MILLER MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON SEPTEMBER 17, 2020, AS AMENDED. COMMISSIONER ANDERSON SECONDED THE MOTION, WHICH CARRIED 5-0 WITH VICE CHAIR IACOVO AND COMMISSIONERS ANDERSON, KUZEL, LALL AND MILLER VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

6. FHWA OPERATIONS THROUGH PARTNERSHIP

Karla Petty and Toni Whitfield of the Federal Highway Administration (FHWA) AZ Division were present to provide the presentation.

Ms. Petty stated that there are forecasts for a complete transformation of the transportation system in the next 10 to 20 years. Federal Highway Administration AZ (FHAA) Division is engaged as the oversight agency for the Federal Highway Program, but this is only one of its functions.

Every Day Counts (EDC) is a FHWA innovation initiative, originally launched in 2009 and the Arizona Council for Transportation Innovation (ACTI) was established in 2012. ACTI helps facilitate and support partnerships needed to advance innovation. EDC's theme for the current times is Innovations for a Nation on the Move, which supports the sixth round of EDC. EDC is a state and local-based model, which looks to identify and rapidly deploy proven yet underutilized innovations to shorten project delivery, enhance roadway safety, reduce traffic congestion and integrate automation. Every two years, FHWA collaborates with transportation agencies and stakeholders to identify a new set of innovative technologies and practices that they will look to deploy across the nation. The sixth round will go from January, '21 through December of '23. Each state will select the innovations that best address their needs and add value to their transportation program. In the fall, they will be looking at EDC6 innovations and determining which of them should be advanced in Arizona. Since 2009, each state has used 19 or more of the 52 innovations promoted through EDC. Some states have adopted more than 40. The goal is for the innovations to become mainstream practices. EDC has evolved to focus on people in order to increase engagement, processes to save time and products to save money.

Ms. Whitfield stated that there are several operations innovations. Arizona partners have chosen to advance each of them. FHAA's role in operations includes compliance and stewardship. The goal is to be a partner of choice. A valuable means of engagement includes participation in regional meetings. The division collaborates on activities that partners find valuable, such as

EDC. Partners choose which initiatives they wish to advance. FHAA identifies resources to enable this advancement. An example is the use of performance measurement tools, such as the Capability Maturity Model. The division can help facilitate the use of the tool and even seek technical assistance for other needs. Sharing and inclusion consists of keeping partners involved in national activity, which has proven successful for Arizona. One of the first major milestones in operations for the Phoenix Metro area occurred in 1996. Phoenix was one of four areas across the country to be selected for USDOT's Model Deployment Initiative (MDI). This grant was an experiment in regional cooperation and partnership. Awardees were tasked with implementing integrated systems to provide improved operations, including faster emergency response and better incident management. Partnerships formed as part of the grant with commitments to long-term operations and management.

AZTech was formed as a result of MDI. AZTech is a regional traffic management partnership led by Maricopa County DOT and Arizona DOT. It consists of more than 24 member agencies (including Scottsdale), who regularly collaborate on operations and ITS projects. Formed at around the same time was the Maricopa Association of Governments (MAG) ITS Committee. While AZTech focuses on operations aspects of transportation, MAG ITS Committee focuses on planning for operations. Both partnerships are nationally recognized. An important part of Arizona's story is the stakeholder dedication, particularly in terms of competitive grants and other grant applications. One growing and evolving partnership, which has advanced operations and regional success with competitive grants in the region is the Integrated Corridor Management (ICM), which is a strategy to use both freeways and arterials for traffic management. The City of Scottsdale and MCDOT began working to implement ICM strategies with state and local funding. The initiative started small scale on the approximately 16 mile Loop 101 corridor within Scottsdale, focusing on nonrecurring congestion and incident management. The City partnered with MCDOT Safety Service Patrol to help with traffic control. Eventually more partners joined the effort and they began holding after action reviews and tabletop exercises and eventually became part of a USDOT Scan Tour, deriving national attention. In 2017, ADOT and partner agencies were the successful recipient of a competitive federal grant. This project is in progress today. It will expand ICM over the entire 61-mile Loop 101 corridor. This will expand the partnership to all the jurisdictions along the 101.

Several opportunities, events and activities have taken place in the region over the past few years. These were coordinated by Federal Highway and brought to Arizona. They include:

- National Dialogue on Highway Automation
- Smart Work Zone Peer Exchange
- Automated Vehicle Modeling Peer Exchange
- I-10 Corridor Coalition Workshops
- Capability Maturity Model Workshops
- Regional Operations Forums
- Every Day Counts Implementation Teams and Events

There have been numerous opportunities in the region to get involved in federal initiatives and the Arizona Region continues to engage. Research and initiatives include:

- USDOT Ensuring American Leadership in Automated Vehicle Technologies (AV 4.0)
- USDOT V21 Deployment Coalition: Signal Phase and Timing (SPAT) Challenge
- MITS Multi-Modal Intelligent Traffic Safety System
- FHWA Cooperative Automation Research Mobility Applications (CARMA)

- USDOT Work Zone Data Exchange
- NHTSA Automated Vehicle Transparency and Engagement for Safe Testing Initiative

Competitive funding opportunities include:

- FHWA Advanced Transportation Congestion Management & Technologies Deployment Program Grants
- USDOT Work Zone Data Exchange
- FHWA Accelerated Innovation Deployment Demonstration Grant
- ITS JPO Complete Trip Deployment Program Grant
- USDOT Inclusive Design Challenge

Commissioner asked for additional information on the Caltrans Broad Agency Announcement for Truck Platooning as well as the EDC Unmanned Aerial System Drones Initiative. Ms. Whitfield stated that Caltrans was awarded funding for testing Truck Platooning. The testing is occurring on I-10 between California and Arizona. ADOT has been asked to be a partner on the project. The study is still in progress. Arizona is involved in the drone initiative; several agencies in the state are using and piloting drones for activities such as surveying, public information, construction activities, DPS investigations, and ADOT bridge inspections.

Commissioner would like to have a presentation for the Commission at the completion of the Truck Platooning project.

Vice Chair asked about the difference between an automated vehicle and a connected vehicle. Ms. Whitfield said an automated vehicle does not necessarily communicate with anything outside the vehicle. All of the technologies are within the vehicle. A connected vehicle may be communicating with a traffic signal, roadside unit or another vehicle. Vice Chair inquired whether connected vehicle pilot programs are occurring in Arizona at this time. Ms. Whitfield confirmed that they are occurring. Often times, these programs are advancing more with private sector companies. Many of the connected vehicle programs are happening within public agencies. MCDOT, ADOT and the University of Arizona have a connected vehicle testbed in Anthem, known as the MCDOT Smart Drive Program.

Vice Chair referenced the Urban Air Mobility Initiative and asked whether FHWA is contemplating a role in this area. Ms. Whitfield said that the FAA would more likely play a role in that arena. Commissioner commented that GE and Uber are collaborating in terms of having an air mobility vehicle in operation in 2023. Ms. Whitfield pointed to USDOT AV 4.0 as the best resource in terms of current activities in this area of transportation.

7. 2020 BICYCLE AND PED COLLISION

David Smith, Senior Traffic Engineer listed the purposes for the report:

- Screening tool and complement to similar resources utilized by the Transportation Department, such as the Biennial Traffic Volume and Collision Report
- Identify locations for road safety assessments and traffic control device review
- Assist in identifying locations for latent demand for possible deployment of pedestrian hybrid beacons (PHB), rapid rectangular flashing beacons (RRFB) and other traffic controls

- Identify locations and corridors for CIP projects
- Assist with identifying improvements necessary with private development
- Better, more targeted education and/or enforcement
- Influence design of new facilities
- Satisfy a prior request of the Transportation Commission and desire of management and staff

The last time this effort was taken up by the Department was as part of the 2008 Transportation Master Plan update. The update included ten years of collision history, tabulated by number of collisions and injury severity by year for both modes. The data indicated that the City was trending in a positive direction in terms of bike and pedestrian safety. During the intervening time from 2008 to the present, there has been a desire for a more comprehensive report. The data review for the current report encompasses the period between 2014 and 2018. The City of Phoenix and the Arizona Department of Transportation produce similar reports, however, those agencies have full time staff dedicated to processing, analyzing and reviewing these reports. The effort for Scottsdale would not have come to fruition without the support of Executive Director Dan Worth and recently hired director Mark Melnychenko in supporting the Traffic Engineering Intern Program. The intern was instrumental in compiling the data and reports. Creation of the report included manual analysis of the Arizona crash report from the Scottsdale Police Department.

Report sections include:

- Table of contents
- Introduction
- Facts at a glance
- Five-year collision history: Total by mode
- Collision data: Bicycle and pedestrian
- Collision maps: Bicycle and pedestrian
- Arizona crash reporting form
- Definitions

For the total number of bicycle collisions, the trend line is a negative slope, however, for fatal and serious injury collisions, the trend line is flat.

Notable facts on bicycle collisions, include:

- There were 378 documented bicycle collisions over the five-year period, for an average of 76 per year.
- These included 50 serious and three fatalities.
- Bicycle collisions accounted for roughly 1.7 percent of all collisions.
- 15 percent of bicyclists were individuals under the age of 18.
- 78 percent of bicycle collisions occurred during daylight hours.
- Only 4 percent of bicycle collisions involved an impaired party.
- 42 percent of bicycle collisions did not result in any violations.

In terms of pedestrian collisions, there was a spike in 2016. Over the five-year period, there were 281 pedestrian collisions Citywide with 63 involving serious injury and 19 fatalities, representing 1.3 percent of all reported collisions. No definitive conclusions have been determined as to why the collisions occurred.

Other notable pedestrian collision facts include:

- 11 percent of pedestrians were individuals under 18
- 55 percent of pedestrian collisions occurred during daylight
- 16 percent of pedestrian collisions involved impaired parties
- 55 percent of pedestrian collisions did not result in a violation

The 2019 ADOT crash facts revealed that of all collisions statewide, 1.42 percent involved pedestrians. Scottsdale is at 1.3 percent. The fatality rate for pedestrians in Arizona overall is 11.8 percent. Scottsdale is at 6.7 percent. The State of Arizona reports that 1 percent of accidents involve bicycles. The fatality rate is 2.35 percent for Arizona and 0.7 percent for Scottsdale. In Maricopa County, there were 31 pedestrian collisions per 100,000 in the County in 2019. The City of Scottsdale is at 22. The fatality rate for Scottsdale is 47 percent lower than Maricopa County as a whole, per 100,000. For bicycles, Scottsdale's rate is higher than Maricopa County, however the fatality rate is 45 percent lower. Scottsdale's percentages are approximately the same as City of Phoenix, however Scottsdale has a lower fatality rate.

The finalization of the report will be used to:

- Evaluate the health of the transportation system as a screening tool
- Identify locations for road safety audits and traffic control device review
- Assist in identifying locations for possible deployment of various traffic controls
- Identify locations/corridors for CIP investment
- Assist with identifying improvements necessary with private development
- Better, more targeted education and/or enforcement
- Influence the design of new facilities
- Assist with policy decisions

Commissioner thanked staff for their efforts in producing the report which he has been advocating for for quite some time.

Commissioner commented that the City of Mesa publishes an annual report which can be used for reference and comparison. The Paths & Trails Subcommittee hosted presentations from surrounding cities in approximately 2016 and 2017.

Commissioner noted that there was no reference to a methodology in the analysis. Mr. Smith said they looked at FHWA methodology as well as following the format of the Arizona crash reporting. The terminology and categories should be similar to FHWA.

Commissioner commented that the City has had tragic fatal crashes, involving drivers who have crossed over the edge line into the bike lane. The crash in 2012 did not seem to garner enough attention and did not result in criminal prosecution. The City needs to take a firmer stand on drivers "crossing the line." Mr. Smith commented that the City is installing complete bike lanes on Dynamite and has a goal of installing bike lanes with a five-foot minimum. Enforcement and penalties, however, are outside the scope of traffic engineering and more under the purview of litigation.

Commissioner commented that the City does have a problem in terms of bicycle wrong-way riding and asked how Scottsdale will address this issue to change the behavior of a cyclist riding counterflow to traffic. Mr. Smith said that the obvious answer is through education. The first step towards this process was the completion of this report.

In response to a Commissioner question, Mr. Smith stated that he did not reach out to cities outside of Arizona for comparative data, however, this may be an approach taken by the department since the report has been finalized.

Vice Chair commented that Commissioner Kuzel's perspective on human behavior as it relates to transportation has been a refreshing addition to the Commission.

Commissioner inquired as to the total number of bicyclists. Mr. Smith said this has been discussed by staff at length. Such counts at this are occurring along Indian Bend Wash and other locations. They are not yet able to conduct counts along major corridors.

Commissioner asked how the data will assist the City in its national ranking (gold versus platinum) with the League of American Bicyclists. Mr. Smith acknowledged that he is not the appropriate person to speak on the metrics used by the League of American Bicyclists to rate cities. That perspective was not considered in this data collection effort. Susan Conklu, Senior Transportation Planner, commented that the application asks only a few collision-related questions. The League then does its own calculation for the City's report card in terms of population ratio.

Commissioner noted the lower Scottsdale fatality rate compared with other cities and asked whether this can be attributed to the fact that many of the collisions occur in Old Town, where traffic speeds are lower. Mr. Smith said that some of the contributing factors that stand out are the total bicycle lane miles in Scottsdale, separated facilities and expansive trail system. The clusters of activity for collisions are in Central Scottsdale, Old Town, Southern Scottsdale and more dense areas.

Vice Chair asked how the data can be used to the City's advantage. Mr. Smith said the data can be used during the annual road safety assessments.

Vice Chair cited a statistic in the report that stated 47 percent of the collisions occurred upon a right-hand turn. She questioned whether the right-turn on red option is contributing to pedestrian and bicycle fatalities. Mr. Smith said this is fairly common when looking at data sets from other agencies. Mitigation efforts can be put in place in areas with trends. A balance between traffic flow and pedestrian safety is needed.

8. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Mark Melnychenko, Transportation & Streets Director, stated that an additional crosswalk and signal equipment was constructed at the east leg of the Shea Boulevard at Pima Crossing Shopping Center to the west of the 101 interchange. This will allow pedestrians coming from the south side of Shea to access the sidewalk that goes into the plaza without having to cross the driveway on the north side.

Traffic signal upgrades were installed at McDonald Drive and Granite Reef Road.

A second left-turn lane was put in at Pima Road and Dynamite Boulevard. The lane was added to the east leg of Pima Road and Dynamite Boulevard intersection. The project was completed in the last two weeks. Prior to that time, vehicles turning left from Dynamite to go south on Pima Road would back up into the through lane, creating significant delays and resulting in drivers having to wait through multiple signal cycles. By removing the median, adding asphalt and

modifying the striping, the project was able to provide two left-turn lanes that not only help move a high number of left turning vehicles through the intersection, but also permit drivers to continue west on Dynamite without having to wait in backed-up traffic. The project was studied, designed and constructed in under six months. Construction went ahead of schedule and was under budget, with minimal disruption to local residents during construction.

The Indian School paving project went from 60th Street to Scottsdale Road. This is a good example of street paving and adding a buffered bike lane. Reports from staff and citizens using the road indicate that the buffering provides a sense of safety.

Indian Bend Wash path section replacement included relocation of the path in the section while increasing the width to ten feet. A five-foot buffer back of curb was added. Also added were a number of new ADA ramps. The project was led by Active Transportation staff and Dave Meinhart.

Path restriping is occurring along the Pima Road pathway. Improvements are also included in the draft CIP plan.

The ITS signal crew finished a federally funded project that replaced and rewired 120 signal cabinets with new cables. The project began in November, 2017 and was completed in September, 2020. Staff installed a video detection system at most intersections and added pedestrian push buttons to meet ADA improvements. Traffic Management Center staff developed signal timing to meet the phasing standards. As a result of the project, emergency repair hours were reduced by ten percent from FY 18/19 to FY 19/20.

There is a missing section of Miller Road between Pinnacle Peak Road and Happy Valley Road. The work is being done in conjunction with the Maricopa County Flood Control District over the Rawhide Wash. This requires construction of a bridge across the wash and will be an extension of the Hayden and Miller Road bridge. It will ultimately connect into Hayden Road and into the 101 Corridor. The project is currently in design phase. Funding will occur up to 70 percent through the Arterial Life Cycle Program (ALCP). Mr. Meinhart has been instrumental in dealing with MAG staff. Public outreach is expected to occur in 2021. Design is scheduled for completion in 2022. Improvements will include four travel lanes, bicycle lanes and sidewalks to make the roadway connections over the Rawhide Wash. The initial state of design will be coordinated closely with the plan for flood control improvements along Rawhide Wash, which have been developed over the past 18 months.

The Alley Maintenance Plan is led by street maintenance staff. The department has been working in conjunction with Solid Waste to clean and improve Scottsdale's alleys. The Solid Waste alley conversion plan is to move from alley pick up to curbside over a four-year period. The street maintenance plan follows Solid Waste, but will take an estimated seven years to complete, due to phasing efforts. Thus far, the City has completed four quarter sections in the areas south of McDonald between Miller and 68th Street. The next cycle will start in early 2021 and will be concentrated north of McDowell and west of Miller.

The traffic engineering staff, led by Phil Kercher, recently submitted applications to MAG's Roadway Safety program for three separate projects. This includes a new traffic signal at Scottsdale Road and 1st Avenue, a new traffic signal at Camelback and Saddlebag and a new pedestrian hybrid beacon HAWK at Thomas Road and 86th Street. This is a competitive grant program and it will likely be difficult to obtain funding for all three projects. The results of the grant awards will be available in the next few months.

Upcoming Council items include:

- October 20
 - Three Transportation Commission appointments
 - One Paths & Trails Subcommittee appointment
- November 10
 - Proposed consent: Third amendment to the Regional Public Transit IGA
 - One Transportation Commission nomination

Vice Chair commended City staff for all their efforts, particularly in terms of encouraging the safe usage of bicycle transportation within the City.

Commissioner described herself as a resident of Scottsdale with an alley and stated that she knew nothing about the change in the alley cleanup and moving solid waste pickups to the front of the home until approximately two months ago. It would be helpful to provide the information to residents as the City starts the next phase. Mr. Melnychenko stated that staff will ensure the information is provided.

9. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

Vice Chair stated that the Truck Platooning study and/or results should be included on a future agenda item.

Commissioner suggested that the Commission be provided a presentation by Greg Davies on the status of the City's trails, as was given to the Paths & Trails subcommittee. One of the elements of that presentation was the current use of GIS data. Scottsdale has purchased access to a system that allows staff to go out into the trail system with an iPad and photograph trails, which are uploaded to Scottsdale's system for monitoring. There may be other helpful uses for the program, such as upkeep of sidewalks.

11. PUBLIC COMMENT

There were no public comments.

10. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Lall and seconded by Commissioner Kuzel, the meeting adjourned at 7:30 p.m.

AYES: Vice Chair Iacovo, Commissioners Anderson, Lall, Kuzel and Miller.

NAYS: None

SUBMITTED BY:

eScribers, LLC

***Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/transp.asp>**